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SHIPBUILDING IN VIRGINIA

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1763-1774

A Thesis

Presented to

The Faculty of the Department of History
The College of William and Mary in Virginia

In Partial Fulfillment

Of the Requirements for the Degree of

Master of Arts

By

William M. Kelso

August 1964

APPROVAL SHEET

This thesis is submitted in partial fulfillment of
the requirements for the degree of
Master of Arts

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ABSTRACT

The purpose of the research reported in the following pages of this thesis was to discover as much as possible about the nature and extent of shipbuilding in Virginia, generally during the first half of the eighteenth century and more specifically during the period of peacetime production, 1763-1774.

Virginia played a minor role in the American shipbuilding industry before 1750, but in the twenty-five years preceding the American Revolution, the combined vessel production of Virginia and Maryland was second only to New England. During the period 1763-1774, at least 360 ships were constructed in Virginia as nearly every coastal county boasted a shipyard. However, the yards at Norfolk were by far the leading shipbuilders in the colony. By 1765, ship production in Virginia reached its peak and not until the troublesome years immediately preceding the Revolution was construction seriously impeded. Shipwrights built many large vessels in Virginia for foreign purchasers, but the majority of Virginia-built craft were relatively small and were owned by Virginians.

Missing records make it impossible to know exactly how many more vessels were built in Virginia during the period, 1763-1774 than the 360 Virginia-built vessels discovered. In any case, the shipyards of Virginia built at least 360 vessels in only twelve years which clearly indicates that the shipbuilding industry played a vital role in the Virginia economy.

SHIPBUILDING IN VIRGINIA

1763-1774

CHAPTER ONE

AMERICAN COLONIAL SHIPBUILDING, 1700-1774

Shipbuilding in the thirteen colonies of North America grew and flourished during the first half of the eighteenth century. The three primary causes of this growth were: (1) the English timber shortage; (2) the British mercantilistic trade policies; and (3) the growth of the American colonial economy.

Because of the wasteful clearance of forests by English sheepraisers, the extensive use of wood for fuel, and the ever increasing demands of naval construction, England's ship timber became scarce.¹ Moreover, shipwrights could use only certain shapes and types of wood in vessel construction, but these timbers were rare in England.² Hence, Great Britain had to import more and more of her timber for shipbuilding, at first from Baltic countries and then later from her maturing colonies in North America.

Pine and oak, the trees which provided most of the timber needed for the building of ships, grew abundantly along the North American coast.³ As timber clearance was the first step in colonization, ship materials became the colonists' first commodity

1. Albion, Robert G., Forests and Sea Power: The Timber Problem of the Royal Navy, 1652-1862 (Cambridge, 1926), vii.

2. Ibid., vii.

3. Ibid., 232.

of commercial value. Thus, an Anglo-American timber trade developed in the early seventeenth century, and by the eighteenth century American timber commerce with the Mother Country prospered.

In turn, the ship timber trade stimulated colonial shipbuilding, because of the enterprising commercial techniques of eighteenth-century British merchants. For example, when British merchants sold a shipload of English merchandise in an American colony, they ordered that the resulting profit be used not only to purchase a cargo of colonial timber for the British ship, but also, often, to buy a new American-built vessel and to fill it with timber, as well. Both vessels then might sail to England where the British merchant would sell the American cargo of each ship as well as the American ship itself.⁴

Moreover, British merchants soon learned that because of the availability of ship timber, American-built vessels were cheaper than English craft. For instance, during the colonial period, an English-constructed ship ordinarily cost two to three pounds more per ton than a colonial-built vessel.⁵ Thus, by 1721, English merchants bought most of the ships built in the northern colonies.⁶ The Philadelphia registers indicated that British shippers bought from three to twelve ships and brigs yearly in the later colonial

4. Clark, Victor S., History of Manufactures in the United States (New York, 1949), 95. Originally published, Washington, 1929.

5. Hutchins, John G. B., The American Maritime Industries and Public Policy, 1789-1914: An Economic History (Cambridge, 1941), 71.

6. Ibid., 2.

period.⁷ Hence, the American shipbuilding industry greatly benefited from the British timber shortage.

England's growing mercantilism also stimulated the rise of colonial shipbuilding. Generally speaking, the mercantilists in attempting to attain self-sufficiency for the British Empire sought to protect the English shipping industry from foreign competition, and to encourage home and colonial shipbuilding.⁸ Legally, British shippers purchased only from imperial shipyards; and, because colonial-built vessels were less expensive than vessels built in the Mother Country, American shipyards prospered.

Conversely, the British timber shortage and her navigation policy also combined to retard slightly the development of colonial shipbuilding. To stop the "wanton" destruction of mast trees by "careless" American settlers, the British formulated the "Broad Arrow" policy. The policy was simple. Preceding American settlement, royal surveyors inspected the colonial forests and marked the "broad arrow" ("the old sign of naval property shaped like a crow's track . . .")⁹ on all suitable mast trees. Then, according to an act of Parliament in 1729, these trees belonged exclusively to the Crown and could be removed only by royally authorized woodsmen. If enforced, the broad arrow policy would

7. Hutchins, American Maritime Industries, 153.

8. For a complete explanation of the English mercantilistic trade policy and its enforcement, see Andrews, Charles M., The Colonial Period of American History, Volume IV (New Haven, 1938).

9. Albion, Forests and Seapower, 241.

slow colonial ship production because of the Crown's first claim to many of the choice American timbers; but most colonial shipbuilders either intimidated the royal surveyors, winked at the King's mark, or went into the interior for ship stuff.

During the eighteenth century, the American economy matured. The development of colonial trade and shipping, the growth in population, the natural resources of the young continent, and the geography of the provincial eastern seaboard, all combined to stimulate American shipbuilding. A vital colonial maritime commerce emerged and was accelerating by the eighteenth century. During the period 1700-1750, American exports almost tripled and imports more than quadrupled.¹⁰ The deterrent effects of the early French Wars were slight and of short duration, and British trade restrictions only slightly retarded the growth of trade.¹¹ The growing trade meant that more ships were needed, and the logical source of supply of ships for the colonial trade was colonial-built vessels. Moreover, small firms working with a minimum amount of capital chiefly composed the colonial maritime industry¹² and they, out of necessity, bought only comparatively inexpensive vessels. Therefore, the relatively cheap vessels built in America were best suited for colonial shipping.

10. Johnson, E. R., and Collaborators, History of Domestic and Foreign Commerce of the United States (Washington, 1915), 120-121.

11. Ibid., 110.

12. Hutchins, American Maritime Industries, 160.

"A stable commerce together with agriculture became fundamental for the business economy of young America."¹³ Short and speedy excursions to the rich West Indian Islands created favorable profits when colonial traders exchanged fish, beef, corn, and lumber for sugar, molasses, and rum. Moreover, profits flowed into the colonies as the result of the coastwise and the triangular trade.¹⁴ Colonial merchants probably invested some of these profits in colonial shipbuilding which in turn made it possible for American shipyards to extend their operations.

Colonial prosperity was accompanied by growth in the American population. The colonial population doubled each twenty-five years in the period 1700-1775; in the first sixty years of the eighteenth century, the colonists grew in numbers from an estimated 300,000 people to a total of 1,650,000.¹⁵ Immigration accounted for part of the growth, and among these newcomers to America were skilled shipwrights and shipcarpenters.¹⁶

The natural resources and the geographical features of the American colonies also were conducive to the rise of a shipbuilding industry. In New Hampshire, Connecticut, and the Hudson

13. East, Robert A., Business Enterprise in the American Revolutionary Era (New York, 1938), 14.

14. Hutchins, American Maritime Industries, 158.

15. Johnson, History of Commerce, 85.

16. Hutchins, American Maritime Industries, 144.

River region, white mast pine grew abundantly, while in the middle colonies hard oak was readily available for hull construction. Live oak, longleaf pine, red cedar, and cypress (the timbers most suitable for shipbuilding) flourished in the southern colonies.¹⁷ Furthermore, the North American coastline, cut by many rivers and harbors, furnished unlimited shipyard sites with natural water routes to inland timber.

The process of colonial shipbuilding "differed in no important respect from a contemporary yard in Europe."¹⁸ As soon as logs arrived at the yard, two-man crews roughly shaped the timber to specification. Hand-drawn carriages then transported the shaped pieces to timber ways located on the banks of a river or bay. There the shipwright and the shipcarpenters assembled each vessel, seldom using detailed plans. In fact, colonial shipbuilders usually built ship sterns "by eye," and consequently, accuracy often suffered.¹⁹

Metal work was a rarity in American-built vessels. Wooden pegs known as "tree nails" fastened hull planks to ship frames. Usually, only light-constructed craft contained wrought iron nails and spikes. Thus, "the armament of a ship and her anchors employed more metal than her whole structure."²⁰

A jack-of-all-trades, the American shipbuilder served as a carpenter, caulker, joiner, and painter, and he could "build a

17. Albion, Forests and Seapower, 232.

18. Chapelle, Howard I., The History of the American Sailing Navy: The Ships and their Development (New York, 1949), 24.

19. Ibid., 25.

20. Ibid., 26.

boat, a ship, a house or a barn, make furniture, and repair a wagon." ²¹ Colonists considered shipwrights essential to the provincial economy since colonial laws exempted shipbuilders from military service.

Although all the British colonies in North America built ships in the colonial period, some produced more vessels than others. Production varied from colony to colony because of unequal amounts of capital and laborers, and varying intensities of competition from agriculture. From the beginning and throughout the colonial period, however, New England led colonial ship production.

As early as 1640, the Massachusetts Bay ports of Salem and Boston produced several ships and by 1700, "the shores . . . at Dorchester, Milton, Quincy, Hingham, and Charleston each contained one or more yards." ²² Between 1695 and 1714, Boston shipwrights alone built 230 full rigged vessels, a total of 24,449 tons. ²³ Also, by 1700, several yards were in operation in the Merrimack River while the Piscataqua River boasted large shipyards at Portsmouth and Exeter. To the south of Boston, shipbuilding centers in the Narragansett Bay region constructed 103 sailing craft in the period 1698-1708. Likewise, the shipyards thrived

21. Chapelle, History of the American Sailing Navy (New York, 1949), 27.

22. Hutchins, American Maritime Industries, 147.

23. Ibid.

in the Plymouth Bay towns of Kingston, Dux^xbury, and Plymouth. ²⁴

Pennsylvania and New York were the second most productive of the American colonial shipbuilders. Shipyards developed early along the Delaware River. William Penn, influenced by New England success, brought many shipwrights and shipcarpenters to his first settlement. Yet, as the Swedish traveler, Peter Kalm, wrote in 1750, "people do not build so many ships in this province [Pennsylvania] as they do in the Northern part and especially in New England. . . ." ²⁵

Early in the seventeenth century, shipyards operated in New York under Dutch leadership. However, the New York shipwrights failed to exploit their advantageous location on the timber rich Hudson River until the early 1800's. ²⁶

In the southern colonies there was little ship construction during the early eighteenth century. Probably the lure of rich agricultural land, especially in the Chesapeake Bay region, caused this lack of enthusiasm for building ships. What shipbuilding there was in the South concentrated on the production of small vessels for the coastal and West Indian trade. ²⁷ Both trade routes called for small ships because both were relatively short and free from Atlantic storms. Moreover, the fact that both routes were short meant that Virginia merchants needed only a few vessels for the

24. Hutchins, American Maritime Industries, 148.

25. Kalm, Peter, Travels Into North America: English Version of 1770 (New York, 1937), 95.

26. Hutchins, American Maritime Industries, 149.

carrying trade. As a result, in 1742 the entire Virginia merchant marine consisted of "four ships, six or seven brigatines, two or three scows, seven or eight schooners, and five or six sloops." ²⁸

The series of Anglo-French Wars, 1689-1763, enhanced the activities of American merchants. As a result of these conflicts, British mercantilists neglected colonial trade regulations which in turn fostered the gainful American businesses of smuggling and privateering. Also, provincial merchants partially supplied the British military forces in North America. ²⁹ Because of the new commercial activity, the combined value of colonial imports and exports spiraled from 2,128,249 pounds in 1750 to almost four million pounds in 1774. ³⁰ Therefore, throughout this period, colonial merchants could afford to enlarge their commercial fleets.

Apparently, not all American-built ships were of the best quality. Although English merchants continually ordered many provincial-built vessels, the British Navy bought American craft only in emergencies. Because of the timber shortage, the Royal Navy purchased two American-built vessels in the seventeenth century; but frequent repairs quickly led to condemnation. During the War of Jenkin's Ear, the British Navy, forced to commission almost any ship, bought at least two colonial-built vessels and

28. Wertenbaker, Thomas J., Norfolk, Historic Southern Port (Durham, N. C., 1931), 45.

29. East, Robert A., Business Enterprise in the American Revolutionary Era (New York, 1938), 14.

30. Johnson, History of Commerce, 120-121.

like the two previous craft, these ships also lasted only a few years.³¹

English shipwrights considered colonial-built vessels inferior because most timber imported from the colonies by British builders was of the second-rate New England variety. The superior live oak, which grew solely in the southern provinces, seldom reached the Mother Country. Therefore, the British shipwrights reasoned that all colonial-built ships used the inferior oak and hence, all colonial-built ships were of poor quality.³² England's shipbuilders realized the superiority of southern colonial wood and southern-built vessels only after the American Revolution.

Inexperience, times of excessive demand for ships, and unscrupulous business methods caused the quality of some American-built vessels to suffer. The discovery of the best shipbuilding properties of American timber took years of experience. Because colonial workmen slowly shaped vessel parts by hand, reserve timber stocks seldom accumulated in provincial yards. Consequently, unexpected rush orders prompted the use of unseasoned wood. Moreover, some American yards customarily built vessels for foreign

31. Albion, Forests and Seapower, 245.

32. Ibid. Other countries voiced similar criticism. For example, the Swedish traveler, Kalm, wrote: "Those [ships] which are here [Philadelphia] made of the best oak are hardly serviceable above ten, or at most twelve years . . . [and] here are more than nine different sorts of oak, but with regard to quality not one of them is comparable to the single species we have in Sweden." Kalm, Travels Into North America, 95.

orders quickly, using green timber, while a vessel built for the colonial market received a more careful construction.³³

The colonial shipbuilding industry expanded rapidly during the twenty-five years preceding the American Revolution. The French and Indian War and the further expansion of American commerce quickened economic activity in America. Consequently, colonial merchants had more capital to invest in shipbuilding. Fragmentary surviving evidence partially reveals this progress. For example, according to the figures of John Lord Sheffield,³⁴ American yards built an average of 21,559 ship tons a year during the period 1769-1771,³⁵ while in 1700, colonial shipwrights produced only 4,000 tons.³⁶ By the beginning of the American Revolution, 30 per cent³⁷ of the ships owned by British shippers and 75 per cent³⁸ of the ships owned by American shippers were colonial-built vessels.

New England shipyards continued to lead the colonies in shipbuilding in the period, 1750-1774. Whereas Northern provinces

33. Albion, Forests and Seapower, 246.

34. Sheffield, Observations on Commerce, 96. As I will show in Chapter II, Sheffield's figures are incomplete. Therefore, any of his statistics quoted above show only part of the colonial production.

35. Ibid.

36. Hutchins, American Maritime Industries, 152.

37. Johnson, History of Commerce, 73.

38. Ibid.

produced only 2,931 ship tons during the period 1700-1704,³⁹ New England shipwrights built 13,435 tons in 1769 alone.⁴⁰ By mid-century, Boston yards were constructing thirty large ships annually, and on the nearby North River as many as twenty shipyards were in operation. The builders on the Merrimac River produced seventy-two craft in 1766, and shipyards on the Piscataqua River sent to England from ten to thirteen bottoms to be sold. By 1760, numerous new shipyards had transformed the thickly forested banks of the Kennebunk River into a "populated shipbuilding industrial tract."⁴¹

Although the Chesapeake Bay area played a minor role in early eighteenth-century American shipbuilding, Tidewater Virginia and Maryland became a shipbuilding center second only to New England during the half-century preceding the Revolution.⁴² Sheffield stated that the combined output of Virginia and Maryland totaled 8,586 tons for the years 1769 to 1771 (twice the tonnage produced in Pennsylvania).⁴³ A list derived from the Annapolis Port Books for the period 1756-1775 identified 386 Maryland-built vessels;

39. Hutchinson, American Maritime Industries, 151.

40. Sheffield, Observations on Commerce, 96.

41. Hutchins, American Maritime Industries, 151.

42. Middleton, Arthur P., Tobacco Coast: A Maritime History of Chesapeake Bay in the Colonial Era (Newport News, Virginia, 1953), 243.

43. Sheffield, Observations on Commerce, 96.

whereas, a table gathered from the Virginia Gazette cited 100 Virginia-owned (and probably Virginia-built) for the years 1736-1766.⁴⁴ Moreover, in 1760, Andrew Burnaby, a British minister, reported that Annapolis shipyards built two or three vessels annually⁴⁵ and that Alexandria had "a dock for building ships."⁴⁶ The great yards at Baltimore established their reputation for superior models and construction as early as the end of the French and Indian War.

Shipbuilding prospered in the Chesapeake region after 1750, because of favorable natural features, a thriving merchant marine, and the unstable tobacco market. Hundreds of rivers, estuaries and creeks furnished innumerable shipyard sites with ready access to the Bay and ocean. Oak, mulberry, and pitchpine grew close to the Chesapeake Bay, while nearby swamps supplied tar, pitch, and turpentine. Virginia's merchant marine readily transported ship-chandlery such as iron, rope, and sailcloth to Chesapeake yards. Because few other industries existed in the Chesapeake region, it was almost inevitable that during tobacco depressions, many unemployed farmers should turn to shipbuilding for income.⁴⁷

The leading Chesapeake shipyards developed in Norfolk, Annapolis, Chestertown, and Baltimore, but Norfolk yards became the most active. Located a few miles north of the timber rich Dismal

44. Middleton, Tobacco Coast, 241.

45. Burnaby, Andrew, Travels Through the Middle Settlements in North America in the Years, 1759 and 1760 (London, 1775; New York, 1960), 47.

46. Ibid.

47. Middleton; Tobacco Coast, 243.

Swamp and on the Bay's outlet to the Atlantic Ocean, Norfolk surpassed other southern ports in shipbuilding as well as ship repairing.⁴⁸ Here shipwrights congregated to restore numerous vessels damaged by storms. Norfolk businessmen invested profits acquired from the refitting business in the manufacturing of new craft. Baltimore began to dominate Chesapeake shipbuilding only after the Revolution left Norfolk in ashes.⁴⁹

48. Wertenbaker, Norfolk, 46.

49. Middleton, Tobacco Coast, 238.

CHAPTER TWO

SHIPBUILDING IN VIRGINIA, 1763-1774

The purpose of the research reported here was to discover as much as possible about the nature and extent of shipbuilding in Virginia during the period of peacetime production, 1763-1774.

Some Naval Office Lists, the Liverpool (England) Plantation Register of Ships, and the files of the Virginia Gazette¹ yielded substantial amounts of data relating to Virginia shipbuilding; but they do not provide a complete picture. Only one-half of the Naval Office Lists have survived and only three-fifths of these surviving lists indicated whether or not a ship was built in Virginia.² All major ports in the British Empire were required by law to maintain ship registration records,³ but I found and used only the Liverpool registers. The Virginia Gazette provided only incidental shipbuilding information. As a result, all my figures are based on incomplete records and, therefore, the reader should always keep in mind that any statistics I present in the following paragraphs are absolute minimum figures.

1. For a full explanation of the nature of the three sources, see the introductory note, Appendix A.

2. Table #12, Appendix C shows all the lists which had the colony of origin of each ship designation.

3. For a summary of the English ship registration laws, see the introductory note, Appendix A.

Shipbuilding in Virginia during the years 1763-1774 was quite extensive. In this twelve-year period, Virginia shipwrights built at least 360 vessels, an average of thirty each year. Furthermore, the total tonnage of these 360 vessels amounted to 25,627 tons and averaged 2,156 tons annually. (See table #1.)⁴

Virginia ship production varied drastically during the period. For example, in 1765 forty-seven ships were built in Virginia yards, while in 1774 production dwindled to seven. (See chart #1.) More specifically, vessel production increased sharply from thirty-one ships in 1763 to its peak in 1765, dropped gradually to twenty ships by 1770, but experienced a rush of activity in 1771 (thirty-seven ships) and 1773 (thirty ships) before production virtually ceased in 1774.

The total tonnage of Virginia-built ships also rose and fell sharply each year. Generally speaking, the tonnage varied in about the same proportion as the number of ships. (See chart #1.) However, during the years 1763, 1765, 1766, and 1768, tonnage was proportionately higher than the total number of vessels built, indicating that during these four years there was a tendency to build larger ships.

The only other available statistics showing the extent of shipbuilding in Virginia during any of the twelve years,

4. All tables and charts are located in Appendix C.

1763-1774, are those of John Lord Sheffield for 1769, 1770, and 1771.⁵ As the source for his figures, Sheffield cited a report of Thomas Irving, Inspector General of Imports and Exports of North America and Register of Shipping, submitted from the Customs House at Boston, May 11, 1771. A comparison of Sheffield's data with my own for the same period, 1769-1771, shows a remarkable similarity for the years 1769 and 1770, but a considerable difference for the year 1771. (See table #2.)

For 1769 and 1770, Sheffield reported only one more Virginia-built ship and only 3 per cent less tonnage than my figures indicate. Thus, for all practical purposes, our figures for 1769 and for 1770 are identical. But my figures for these two years are based on incomplete data, and presumably my totals represent something less than the number of ships and the tonnage actually constructed in each of these two years. My data is deficient because my main source for 1769 and 1770, the Naval Office Lists, included only 138 of a possible 308 lists, dated after December 31, 1763, and of these 138 lists only 63⁶ designated the colony wherein each ship was built. Nor did a single one of the Naval Office Lists from the Rappahannock district designate the colony of origin of each vessel. As a result, no Virginia-built ships clearing only the Rappahannock district would be included in my figures. For example, most of the Virginia-built

5. Sheffield, John Lord, Observations on the Commerce of the American States (London, 1784), 96.

6. These sixty-three lists are included in table #12.

vessels found in the lists from the other five districts tended to enter and clear one district only. That is, year after year Ship A usually entered or cleared only the Potomac district when sailing from or to a Virginia port. Similarly, Ship B entered or cleared only York district while trading in Virginia and so on for all five of the six Virginia Naval Office districts. Consequently, it seems reasonable to assume that those Virginia-built vessels which entered and cleared the Rappahannock district probably did not appear on any of the other Naval Office Lists. Hence, my figures probably include few, if any, of the Rappahannock traders; and had the lists for the other districts been complete and had the available lists specified the colony where each ship was built, undoubtedly my totals for 1769 and 1770 would have been greater. Furthermore, since my statistics for the years 1769 and 1770 are far from complete and since my figures and Sheffield's are similar for the same two years, therefore Sheffield's statistics, and Irving's, are also deficient.

Although there is uncertainty about the completeness of Sheffield's figures for the years 1769 and 1770, there is no doubt that his figures for 1771 are incomplete. For the year 1771 my figures exceed Sheffield's by eighteen vessels and 776 tons. Furthermore, Sheffield's ships averaged twenty-two tons larger than my average for the same year. Sheffield's misuse of his source, Irving, easily explains this discrepancy. Sheffield, who apparently assumed that Irving submitted a full report for the year 1771, headed his table: "An account of the number and tonnage of vessels built

in the several provinces under mentioned during the years 1769, 1770, and 1771." ⁷ But a closer examination of Irving's heading as quoted by Sheffield shows that Irving submitted his report on May 11, 1771, which means that Irving's tables could not possibly have included the ships built in Virginia during the eight months after May 11. ⁸ On the other hand, my figures probably include Virginia vessels built after May 11, because my statistics for 1771 came from ship lists dated as ^{note on} April 5, 1774. For instance, the brig, Charlotte, cleared the Hampton Naval Office district January 18, 1773. Charlotte was built in 1771, possibly after May 11. The Naval Office list from Hampton district for January 18, 1773, survived; thus, my figures include the brig Charlotte, whereas Irving's figures could not.

Both the Naval Office lists and the Virginia Gazette contained information concerning five types of vessels: snows, schooners, sloops, brigs, and ships. No other types appeared because the Navigation Act of 1696 exempted all other ship types from registration and my main source for ship types, the Naval Office lists, included only registered vessels.

308 of the 360 Virginia-built vessels listed had their type designated. Of these 308, 53 per cent (163) were sloops and

7. Sheffield, Observations on Commerce, 96.

8. For other historians who have similarly misquoted Irving's figures, see MacPherson, David, Annals of Commerce, Volume III (London, 1805), 571; and Middleton, Arthur P., Tobacco Coast: A Maritime History of Chesapeake Bay in the Colonial Era (Virginia, 1953), 242-243.

schooners, 21 per cent (76) were brigs, 12 per cent (48) were ships, and 5 per cent (16) were snows. (See table #3.)

The production of sloops hit its peak in 1765, but by 1766 sloop construction had diminished to two. (See chart #2.) However, sloop-building thereafter gradually increased until it reached fifteen in 1773. Virginia shipyards produced schooners at a fairly even rate until 1771 when production rapidly fell off. Brigs apparently remained popular between their peak years, 1765 and 1771, but after the later year, brig construction decreased at almost the same rate as schooners. Production in Virginia of vessels designated as ships varied considerably from year to year, but the trend was toward a gradual decline in ship construction. Apparently there was little demand for snows during this period, for after 1764 production of snows virtually ceased.

Of the five types, ships and snows were the largest with the former averaging 165 tons and the latter 105 tons. Brigs averaged seventy-six tons while schooners and sloops, the smallest types, averaged thirty-four tons and thirty-one tons respectively. (See table #3.) The majority of Virginia-built schooners and sloops ranged from twelve to fifty tons, although occasionally schooners were as large as ninety-five tons and sloops as large as sixty-six tons. (See table #4.) Ships and snows were predominantly between 100 and 200 tons, but at times ships were built as small as 80 tons and as large as 305 tons. Brigs usually ranged from fifty to 100 tons; however, many brigs ranged in the 100-200 ton class. Listed

largest to smallest as to the tonnage of the majority of each type, the vessels rank: (1) ships, (2) snows, (3) brigs, (4) schooners, and (5) sloops.

Of all the Virginia-built ships found, 122 ship entries specified the Virginia county, city, or river of the ship's origin. In all, seventeen shipyard locations were named. (See table #5.) Of these, twelve were located within a thirty-five mile radius of Hampton Roads. Seven yards had immediate access to the James River while four were located close to the York River, one somewhere on the Rappahannock River, two close to the Potomac River, and one on the Eastern Shore. Alexandria yards built at least eleven vessels during the period; shipwrights of Gloucester County, Elizabeth River, and Suffolk, at least three; the yards at Northumberland County, Princess Anne County and Rappahannock River, at least two; and at least one ship each was built in Charles City County, Hampton, Nansemond County, New Kent County, Northampton County, Smithfield, Tanners Creek, York River and Yorktown. (See table #5.)

But the yards at Norfolk vastly exceeded any other Virginia shipyard in quantity of production. For instance, of the 122 ships with the place of origin mentioned, eighty-three came from Norfolk while only eleven came from the second most productive yard, Alexandria. Further, Norfolk-built vessels comprised 23 per cent of the total 360 Virginia-built vessels. (See table #6.) Thus, if all ship entries had shown the yard of origin, it seems

reasonable to assume that no less than one-third (120 ships) and probably no less than one-half (180 ships) of the 360 Virginia-built ships would have been found to be products of Norfolk. Ships built at Norfolk tended to be larger than all other Virginia-built vessels. For example, Norfolk-built vessels averaged eighty-nine tons while the average size of ships built elsewhere in Virginia were twenty-three tons lighter. (See table #6.) The yards at Norfolk equally manufactured schooners, sloops, brigs and ships, but built few snows. (See table #7.) However, when compared to the entire Virginia ship production, Norfolk built as much as 25 per cent of all snows, 23 per cent of all sloops and schooners, and 19 per cent of all ships.

The Virginia Gazette ship for sale advertisements disclosed various specific bits of information relating to shipbuilding in Virginia, among which were the types of wood used in Virginia construction, the kinds of shipcarpenters, the relationship of rigging to hulls, and the exact dimensions of two snows and a schooner. Virginia shipbuilders used white oak timbers and planks in five of the vessels listed in the Gazette.⁹ The brig Industry, however, contained a frame made of mulberry, cedar, and locust.¹⁰ Since no other ship advertisements specified wood types, probably most Virginia builders used more inferior varieties. That is, if a given vessel contained the superior white oak, surely the salesman would

9. Virginia Gazette, Purdie and Dixon, July 25, 1766; Purdie and Dixon, November 13, 1766; Purdie and Dixon, December 4, 1766; Purdie and Dixon, June 18, 1767; Rind, February 14, 1771.

10. Ibid., Purdie and Dixon, June 14, 1770.

have mentioned this fact as a selling point.

According to Benjamin Harrison, "prime hands" from Boston built his two ships advertised for sale in 1768¹¹ and 1772.¹² Because Harrison listed New England workmanship as one of the advantages of his vessels, apparently shipowners considered northern shipcarpenters superior to local workmen. Moreover, some of these local carpenters were Negro slaves. For example, advertised for sale with the ship Polly were eleven Negroes, some of them shipcarpenters, blacksmiths and sailors.¹³

The type of rig used in some Virginia-built vessels depended upon the choice of the owner. The new 176-ton vessel advertised by Alexander Moseley of Norfolk could "be made ship, snow, or brig as best suits the purchaser."¹⁴ Moreover, the four-year-old snow, Molly, advertised for sale by John Herbert had recently been altered into a brig.¹⁵

The Naval Office lists also indicated the size of the crew for each ship. A total of 1995 seamen sailed the 300 vessels listed. Ships generally sailed with a crew of thirteen, while sloops and

11. Ibid., Purdie and Dixon, August 11, 1768.

12. Ibid., Purdie and Dixon, November 19, 1772.

13. Ibid., Rind, September 22, 1768.

14. Ibid., Purdie and Dixon, September 29, 1768.

15. Ibid., Purdie and Dixon, September 7, 1769. The Gazette also gave the dimensions of two snows and a schooner. See table #8 for these figures.

schooners usually carried four to five sailors. (See table #9.)

Ordinarily, Virginia-built vessels were owned by individuals. However, as many as ninety-six companies owned single vessels while eleven companies and twenty-six private owners each possessed two or more craft. If the ownership by a single man of more than four vessels comprised a shipline, then four such lines existed in Virginia during the period 1763-1774. John Goodrich of Norfolk owned six vessels, John Thompson, probably of Surrey, and John Wilkins of Princess Anne County, both owned five ships, and John Greenwood, also of Norfolk, owned four. Moreover, fifty-six vessels were both owned and operated by the same man, and in fourteen cases the owner and the captain of each ship had the same last name.

The Navigation Act of 1696 stipulated that all ships had to be registered at the owner's home port. The Liverpool Register and the Virginia Naval Office lists named the registration port of each vessel and showed that the Virginia-built ships owned in foreign ports had a tendency to be larger than Virginia-built ships that were owned by Virginians. (See table #10.) For example, foreign-registered ships averaged 112 tons while domestic-registered vessels were only half as large. Furthermore, 61 per cent of the Virginia-registered vessels were sloops, but ships comprised over 50 per cent of non-Virginia-registered craft. (See table #11.) Sloops and schooners accounted for only 17 per cent of the total foreign-owned, Virginia-built vessels.

During the years 1763, 1765, 1766, and 1771, both Virginia and non-Virginia-registered vessels were relatively large. (See

chart #3.) However, a trend for the whole period shows a definite tendency for the average size of foreign-registered ships to drop, whereas the size of vessels registered in Virginia tended to remain fairly constant.

CONCLUSION

It may be concluded that from the end of the French and Indian War until the troublesome years immediately preceding the American Revolution, ship production in Virginia was more extensive than has commonly been supposed. Many historians have relied on the shipbuilding figures of Thomas Irving to discover the extent of Virginia ship production. However, Irving's figures are something less than the statistics I compiled from fragmentary Custom's Office Records alone. Similarly, historians have misused Irving's figures and thus many of their conclusions are false. For instance, Arthur P. Middleton in Tobacco Coast, believing that Irving gave complete figures, concluded that Virginia ship production declined in number in 1771; but my figures show that 1771 was a "boom" year in Virginia ship construction. Moreover, historians have not known how extensively Norfolk led Virginia shipbuilding, but my figures indicate that Norfolk was by far the foremost shipbuilding center of Virginia.

Missing records make it impossible to know exactly how many more vessels were built in Virginia in 1763-1774 than the 360 vessels listed in the surviving Custom's Office statistics. However, a logical speculation can be made. The Custom's statistics represent only a fraction of all the records kept by customs officials, probably only one-fourth. Therefore, the 360 vessels that I found in one-fourth of all the possible sources may represent as little as one-half of the actual number of vessels constructed in Virginia. In any case, the

shipyards of Virginia built more than 360 vessels in twelve years, which clearly indicates that the shipbuilding industry played a vital role in the Virginia economy.

APPENDIX

A. NOTE ON SOURCES AND METHODOLOGY

The three sources used to compile the listing of ships built in Virginia between 1763-1774 (Table #1) which is primarily the basis for Chapter II of this thesis were the Virginia Naval Office lists, 1763-1774, the Liverpool (England) Plantation Register of Ships, 1763-1773, and the Virginia Gazette, 1766-1774.

Virginia Naval Office Lists

To assure that all ships trading with England's colonies were English-owned and English-manned as required by the Navigation Acts (1660-1663) the English Parliament established the Naval Office in 1676. The Naval Office, in turn, appointed a naval officer for each major ship clearance district in the American colonies with the instructions to check and report all ships entering or clearing his district.

By 1763, there were six Naval Office Districts in Virginia: Upper District of the James River, York River District, Accomac District, South Potomac District, Rappahannock River District, and Hampton District. Each Naval officer from the Virginia Districts submitted to the governor quarterly a list of ships which had entered or cleared his district. The governor sent all Naval Office lists either to the Board of Trade or to the Treasury Office. Hence, many of the Virginia Naval Office lists can be found in the Public Record Office of Great Britain.

The Public Record Office files include 246 Virginia Naval Office lists for the period 1763-1774: June 24, 1763-January 5, 1766

(98 lists), CO 5/1449; January 5, 1766-January 5, 1770 (96 lists), CO 5/1450; January 5, 1770-April 5, 1774 (52 lists), CO 5/1350-1352. The lists with P.R.O. numbers CO 5/1449 and CO 5/1450 were entitled: Shipping Returns. P.R.O. CO 5/1350-1352 were included in the Letters to the Secretary of State from the Governor, Lord Dunmore, with Enclosures and Replies.

Each list entry contains information grouped under the following headings: vessels entered and cleared, time of clearing, vessel's name, master's name, where and when built (name of colony or "plantation" built), kind of vessel, tonnage, number of guns and men, where and when registered, owner's name, character of cargo (often these accounts are elaborate and detailed), whither bound, and where and when bond was given. I collected only information under these headings: vessel's name, type of vessel, tonnage, where and when built, owner's name, master's name, men, and where and when registered.

The Naval Office lists for the period, 1763-1774, are incomplete. Each Naval Officer supposedly submitted a list of entrances and clearances four times a year except the officer in York District, who submitted his semi-annually. Therefore, for the twelve years, 1763-1774, there should have been as many as 528 entrance and clearance lists submitted. However, only 246 lists were found. Moreover, only 150 of these surviving lists specified the colony of origin of each vessel; none of the lists from the Rappahannock District did so but simply named "plantation" as the place wherein each ship

was built. (See Table #12 for the dates of the 150 usable lists.)

Liverpool (England) Plantations Register
of Ships

The English government created a ship registration procedure to prevent foreign-built ships from trading in the British Empire. According to the Navigation Act of 1696, all shipowners had to register their vessels at the Customs Office of their home port.¹ The Customs Office, in turn, issued certificates of registration only to English owners of English-built ships. Because of this registration procedure all ports with Customs Offices had ship registration records. One such Office was at Liverpool, England.

The Liverpool (England) Plantation Register of Ships title; H. M. Customs and Excise; Plantation Registers; Customs House, Liverpool can be found in the Virginia Colonial Recorder Project microfilm #511. Survey Reports LI #8 - LI #10 of the Virginia Colonial Records Project list all the Virginia-built vessels appearing in the Liverpool Registers for the periods 1743-1773 and 1779-1784. Each registration entry included information under the following headings: vessel's name, type of vessel, where registered, tonnage, master's name, where and when built, and owner's name.

In the Liverpool Register, I found fifty-two Virginia-built vessels for the period 1763-1774. Forty-three of these fifty-two vessel entries specified the Virginia county, city, or river where each ship was built.

1. See Merrill Jensen, ed., English Historical Documents (New York, 1955), 359-364.

The Registers for other ports in the British Empire were not available and possibly do not exist. The number of Virginia-built vessels found in the Liverpool Register probably represent only a portion of Virginia-built vessels registered in Britain.

The Virginia Gazette

For the period 1766-1774, most issues of the Virginia Gazette are still available.² To find information concerning Virginia shipbuilding 1763-1774, I examined all the ship for sale advertisements in the Gazette, 1766-1774. In locating specific ship for sale advertisements, Lester J. Cappon's and Stella F. Duff's Virginia Gazette Index (Williamsburg, Virginia, 1950) proved helpful.

The Gazette included 119 ship for sale advertisements, 1766-1774, but only forty-six of these advertisements contained information relevant to shipbuilding in Virginia. This information included among other specific items, the names of eight Virginia-built vessels not listed either in the Naval Office lists or the Liverpool Register.

2. No issues for the Gazette are available for the period 1763-1766.

B. LISTS

List #1

A list of vessels built in Virginia, 1763-1774, compiled from the Virginia Naval Office lists (1763-1774), the Liverpool Register (1763-1773), and the Virginia Gazette (1763-1774).

Ship type abbreviations used in List #1:

sn.	snow
sch.	schooner
sl.	sloop
br.	brig
sh.	ship

Port abbreviations used in List #1:

Alex.	Alexandria	N. Hav.	New Haven
Antq.	Antiqua	N. Ham.	N. Hampton
Barb.	Barbadoes	Nor.	Norfolk
Ch. C.	Charles City County	N. Pot.	North Potomac
Eliz.	Elizabeth River	Wthld.	Northumberland County
Glas.	Glasgow	Phil.	Philadelphia
Glou.	Gloucester County	Rap.	Rappahannock River
GR.	Grennock	S. P.	South Potomac
Gren.	Grenadoes	Suf.	Suffolk
Hamp.	Hampton	T. Cr.	Tanner's Creek
Jam.	Jamaica	Tobago	Tobago
Liv.	Liverpool	Whth.	Whitehaven
Lon.	London	Wm.	Williamsburg
Md.	Maryland	Y. Riv.	York River
Mont.	Montserrat		

(a) Liverpool Register

(b) Virginia Gazette

1763

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Ann (a)	---	120	Nor.	W. Boldenson	J. Dawson	Liv.	-----
Anne	sh.	150	Va.	W. Gill	J. Glassford	Glas.	27 Mar., 65
Argyle	sh.	180	Nor.	I. Wilson	W. Cunningham	Glas.	20 Sept., 68
Betsy	sh.	140	Va.	D. Conkie	H. Bette	Wm.	2 June, 63
Bowler	sl.	40	Va.	I. Hyltons	D. Hylton	Wm.	25 July, 68
Brittorn	sl.	---	Va.	G. Kuble	R. Reade	Va.	27 Oct., 63
Cedar	sl.	30	Va.	J. Wisbart	D. Hutchings & Co.	Wm.	14 July, 63
Coats	sn.	120	Va.	Whitenspoon	Whitenspoon	Va.	6 July, 63
Endeavor	sl.	25	Va.	J. Howell	S. Holt	Ant.	3 May, 73
Guildford	sch.	40	Va.	S. Crosby	J. Belsches	Wm.	21 Sept., 63
James	br.	100	Va.	J. Patterson	J. Lemont & Co.	Wm.	11 June, 63
Jane	sh.	200	Va.	J. Chamberlin	H. Milborne	Lon.	13 Feb., 64
Little Antony (a)	---	60	Rap.	E. Grimes	J. Simpson	Liv.	-----
Lover's Adventure	sh.	150	Va.	J. Capithorne	J. Capithorne	Wm.	28 Apr., 63

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Maddock (a)	---	100	Rap.	T. Roberts	T. Roberts	Liv.	-----
Mary	sl.	50	Va.	T. Perrin	T. Anchor	Va.	8 Mar., 64
Molly	sh.	150	Nor.	S. Barron	T. Tubb	Wm.	17 Nov., 64
Murdock	sh.	180	Va.	A. Orr	Buchanan & Co.	Gr.	8 July, 67
Oats (a)	---	120	Gl. Co.	Witherspoon	Witherspoon	Liv.	-----
Polly	sch.	40	Va.	D. Phune	J. Kerr	Wm.	10 Mar., 69
Polly	sch.	40	Va.	H. Eustace	G. Booth	Va.	10 May, 71
Priscilla	sl.	45	Va.	R. Conway	J. Conway & Co.	Sp.	26 Apr., 63
Sally	sl.	25	Va.	J. Newberry	J. Smith	Va.	30 Apr., 64
Surrey (a)	---	130	Nor.	J. Hamilton	J. Yeoman	Liv.	-----
Tryall	sh.	160	Va.	W. Elackwell	J. Stewart	N. Pot.	29 Sept., 63
Two Brothers	sl.	25	Va.	M. Smith	J. Thompson	Va.	15 Feb., 64
Unity	sl.	66	Va.	W. Lee	S. Merridith	Va.	4 Feb., 63
Venture	sch.	18	Glou.	J. Simpson	W. Bohannon	Y. Riv.	26 Apr., 64
Wheel of Fortune	sch.	40	Va.	S. White	S. Homes	Va.	17 Mar., 64
Young Samuel	br.	100	Va.	J. Kendall	J. Spauling	Wm.	27 Apr., 63

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Ann	sh.	150	Va.	J. Hule	J. Glassford	Va.	23 Mar., 65
<u>1764</u>							
Ann & Dorothy	sch.	15	Va.	G. Keehle	R. Brocker	Va.	9 Apr., 64
Betty	sn.	80	Va.	R. Simms	J. Deacon	Va.	5 May, 68
Betty	sl.	30	Va.	A. Kennedy	A. Kennedy	Va.	12 July, 64
Brothers	sch.	50	Va.	R. Blake	T. Rootes	Va.	28 Jan., 64
Brothers	sl.	32	Va.	W. Ruy	T. Dixon	Va.	31 Oct., 64
Charming Lucky	sch.	35	Va.	J. Kyleton	H. Crawford	Rap.	4 May, 65
Contents (a)	—	180	Va.	G. Carr	W. Crosbie	Liv.	—
Elizabeth	sl.	30	Va.	J. Briggs	J. Briggs	Va.	2 May, 65
Fairfax	sh.	150	Alex.	J. Capithorne	J. Capithorne	Sp.	29 Oct., 64
Fanny	sl.	40	Va.	B. Robinson	J. Phipps	Va.	22 Oct., 67
Felicity	sch.	30	Va.	W. Mallory	N. Seabrook	Va.	20 Aug., 70
Four Sisters	sch.	25	Va.	N. Beck	T. Brown	Va.	27 Nov., 67
Fredericksburg	sl.	29	Va.	J. Lurtey	J. Lurtey & Co.	Va.	18 Apr., 69
Jenny	br.	60	Va.	R. Glass	J. Tinnie	Wm.	28 Feb., 67
John & Thomas (a)	---	60	Nthld.	W. Shepperd	S. Shaw	Liv.	—

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Julia & Betsy	sl.	45	Va.	G. Snow	A. Wilcock	Antq.	30 May, 67
King William	sn.	100	Va.	J. Thede	T. Clarborn	Va.	28 Feb., 64
Kitty	sl.	50	Va.	J. Gayle	R. Thompkins & Co.	Va.	18 Feb., 65
Kitty	sl.	25	Va.	M. Todo	J. Mallory	Va.	26 Apr., 64
Little Peggy	sl.	30	Va.	J. Reade	R. Reade	Va.	9 Oct., 64
Lovely Lucy	sl.	30	Va.	J. Dunbarr	J. Dunbarr	Va.	24 Dec., 64
Malborough	sn.	120	Va.	P. Lawson	J. Smith	Va.	13 July, 64
Mary	sl.	30	Va.	W. Witterong	C. Braston	Va.	28 Apr., 64
Mary (a)	—	100	Va.	M. Kirkby	J. France	Liv.	—
Molly	sn.	120	Va.	C. Campbell	H. Battey	Wm.	5 Oct., 64
Mount Stewart(a)	—	180	T. Cr.	T. Wilson	J. Crosbie	Liv.	—
Nancy	sl.	35	Va.	I. Digge	I. Digge	Va.	24 Sept., 64
Nancy	sch.	22	Norf.	E. Dowley	E. Dowley	Va.	10 Dec., 64
Pearl (a)	—	70	Norf.	Wm. Brett	W. Bolden	Liv.	—
Peggy	sl.	35	Va.	D. Reade	R. Reade	Va.	9 Oct., 64
Polly	sh.	—	Va.	J. Todo	J. Mallory	Va.	6 Apr., 64
Prince Wm.	sh.	180	Va.	J. McCunn	R. Donald & Co.	Glas.	18 Dec., 67

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Rineston	sl.	30	Va.	J. Gayle	J. Gayle	Va.	15 May, 64
Sally (a)	—	120	Liv.	A. Allison	G. Munster	Liv.	—
Sally (a)	—	100	Va.	D. Tuohy	J. Clemens	Liv.	—
Triston	sn.	115	Alex.	J. McDugull	A. Cochran & Co.	Glas.	8 May, 65
Triton	sn.	115	Alex.	A. Kennedy	T. Kirkpatrick	Sp.	23 Jan., 64
Unicorn	sh.	104	Va.	J. Ashier	S. Martin	W. Har.	7 Jan., 72
Virginian	sh.	250	Va.	W. Blackwell	D. Galloway	Sp.	3 Oct., 63
<u>1765</u>							
Adventure	br.	70	Alex.	R. Zulle	J. Coledge	Va.	26 Jan., 71
Alice	br.	770	Va.	A. Sinclair	J. Hunter & J. Mills Rap.		10 Mar., 65
Archibald	br.	70	Va.	J. Gimnell	G. Muller	Va.	29 Apr., 65
Argyle	sh.	180	Nor.	A. McKinlay	A. Cunningham	Hamp.	12 Nov., 67
Betsy	sl.	50	Va.	A. Hunley	F. Davis	Va.	4 Jan., 64
Betsy & Esther	sch.	40	Nor.	B. Jayne	Hipping & Harrison	Va.	1 July, 65
Betty	sn.	80	Nor.	R. Larty	A. Larty	Gr.	4 Oct., 68
Betty (a)	—	140	Nthld.	R. Clay	H. Parry	Liv.	—
Black Prince	sh.	80	Va.	C. Thomas	R. Newton & Son	Wm.	22 Aug., 65

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Black Prince	br.	80	Va.	R. Elliot	T. Newton & Co.	Va.	6 Feb., 72
Bobbing Joan	sch.	14	Va.	E. Custis	R. Cutler	Va.	24 Apr., 65
Christie	sl.	50	Va.	R. Forsyth	R. Forsyth	Wm.	7 Mar., 66
Clyde	br.	70	Va.	R. Barron	W. Hunter	Wm.	16 Apr., 66
Dalrymple (a)	--	80	Va.	W. Davenport	P. Fairweather	Liv.	-----
Elizabeth	sh.	150	Nor.	H. Stenham	S. Gest	Lon.	8 Mar., 68
Elizabeth	sl.	20	Va.	J. Coleman	J. Coleman	Va.	12 Apr., 69
Enterprise	sch.	112	Va.	J. McCunn	J. Duval	Va.	31 Oct., 68
Fair Frador	sch.	40	Mor.	J. Moore	J. & J. Moore	Sp.	17 July, 65
Homer	sn.	100	Nor.	R. Heaslie	W. Buchanan	Glas.	27 Jan., 67
Industry	br.	60	Nor.	A. Sinclair	P. Coutts	Wm.	5 June, 66
Jane & Eliza	sl.	45	Va.	H. Powell	S. Powell	Va.	31 Oct., 65
Jenny	sh.	130	Va.	J. Hall	J. Hamilton	Hull	8 Feb., 65
Kitty (a)	--	150	Eliz.	S. Shaw	J. Collins	Liv.	-----
Little Polly	sl.	25	Va.	J. Briggs	R. Brown	Va.	15 Apr., 66
Mary & Elizabeth	sh.	150	Va.	A. Donaldson	S. Gest	Lon.	21 Nov., 66

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Mercury (a)	---	80	Va.	W. Hutton	W. Cooke	Liv.	---
Molly	sch.	50	Va.	G. Taylor	G. Taylor	Wm.	13 Oct., 68
Mulberry	sch.	45	Va.	J. Bulker	J. Thompson	Va.	19 Oct., 65
Neptune	sh.	120	Va.	I. Wilson	J. Wilson	Gr.	20 Nov., 71
Neptune	sh.	150	Va.	A. White	A. White	Wm.	3 Apr., 71
Northumberland	sh.	140	Va.	J. Parry	J. Eustace & Co.	S. Pot.	31 Oct., 65
Norton	br.	97	Va.	C. Brooks	E. Carr	Va.	17 Oct., 65
Old Plant	sch.	12	Nor.	N. Tyson	I. Wilkins	Va.	1 Aug., 65
Polly	br.	70	Va.	T. Tilledge	J. Davis	Va.	10 May, 65
Polly (a)	---	150	Nor.	H. Tucker	H. Tucker	Liv.	---
Plumper (a)	---	150	Nor.	J. White	S. Mathews	Liv.	---
Prince George (a)	---	80	Nor.	R. Millerson	J. Addison	Lan.	---
Rae Galley	sh.	120	Va.	P. McKinley	J. Jamieson	Glas.	---
Robert	br.	70	Alex.	T. Adam	R. Adam & Co.	S. P.	28 Oct., 65
Sally	sh.	140	Va.	T. Foster	J. McCall	Va.	14 Jan., 68
Sally	sch.	50	Va.	T. Walke	P. Warrent	Wm.	30 Jan., 68
Slyde	br.	70	Va.	M. Buchanan	M. Buchanan	Wm.	7 Feb., 68
Steady (a)	---	70	Va.	J. Jackson	R. Smith	Liv.	---

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Swift	br.	60	Alex.	L. Sanford	J. Thompson & Co.	S. P.	16 Aug., 65
Thomas & Mary	br.	70	Nor.	Dunsley	T. Archer	Va.	31 Oct., 69
Venice (a)	—	100	Nor.	J. Bird	P. Hunt	Liv.	—
William	sl.	30	Va.	C. Ratsey	P. Coutts	Wm.	5 Mar., 66
<u>1766</u>							
Becky	br.	80	Va.	W. Morris	E. Chamberlain	Va.	31 Oct., 66
Bess (a)	—	100	Nor.	R. Parry	G. Slater	Liv.	—
Betsy (a)	—	120	Nor.	Priestman	J. Sparling	Liv.	—
Burwell	sh.	263	Va.	T. Lilly	T. Lilly	Lon.	19 May, 67
Catharine	sh.	140	Va.	J. Koppen	J. Gordon & Co.	Glas.	24 Apr., 69
Chance	sh.	120	Va.	T. Woddrop	G. McCall & Co.	Glas.	30 June, 67
Courtney	br.	70	Va.	G. Corsley	W. Reynolds	Va.	9 June, 72
Fanny (a)	—	100	Nor.	J. Sparling	C. Swift	Liv.	—
Finella	br.	125	Va.	R. Stuart	R. Stuart	Va.	16 Mar., 73
Freeholder (a)	—	70	Va.	C. Wetherheard	I. Morrill	Liv.	—
Friendship	sch.	70	Va.	R. Conway	J. Williams & Co.	Va.	17 Mar., 66
George	sl.	25	Va.	J. Mowbray	H. Brown & Co.	Va.	10 June, 72

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Grace (a)	---	50	Nor.	R. Blows	R. Taylor	Va.	---
Hawke	br.	95	Va.	J. Coupland	J. Hartley & Co.	N. Hav.	29 Apr., 67
Hope	---	100	Nor.	M. Sharkley	J. Gilliat	Liv.	---
Industry	br.	60	Va.	E. Travis	E. Travis	Wm.	5 Nov., 68
James	sch.	15	Va.	H. Kerble	H. Kerble	Wm.	6 June, 68
Jenny	br.	70	Nor.	B. Hulone	W. Buddicom	Liv.	19 Aug., 72
John	br.	70	Va.	J. McKinnie	J. Stoves & Co.	Wm.	2 Apr., 66
John & Unity	br.	60	Nor.	J. Cooper	J. Sewell	Va.	12 Dec., 66
Jordan	sh.	230	Va.	P. Peterson	R. Maxwell	Lon.	11 Feb., 67
Katey	sch.	61	Va.	P. Gregory	P. Irvin & Co.	Hap.	25 Mar., 67
Lively	sch.	16	Va.	J. Beharar	W. Gwyn	Va.	7 Oct., 71
Martha (a)	---	100	Nor.	J. Bisbrown	J. Sparling	Liv.	---
Mary Anne	sl.	30	Va.	C. Huges	C. Corbon	Va.	26 Aug., 66
Millum	sn.	100	Alex.	J. Whitfield	J. Whitfield & Co.	S. P.	18 Oct., 66
Mulberry	sch.	30	Va.	S. Cosby	J. Thompson	Wm.	1 May, 68
Nancy	sch.	20	Nor.	W. Rupington	S. & A. Sneads	Va.	9 June, 67
Peggy	sh.	150	Nor.	J. Walkinshaw	J. Brown & Co.	Hamp.	2 Oct., 66

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Peggy (a)	---	70	Va.	P. Baker	W. Sharpe	Liv.	---
Rebecca	br.	80	Nor.	W. Morris	J. Burnley	Va.	19 Dec., 66
Sally	sl.	70	Va.	W. Connick	C. Calvert	Va.	14 June, 66
Sally	sch.	40	Va.	J. Prudden	H. Roberts	Va.	24 June, 70
Susanna LeMar	sh.	236	Nor.	W. Tomkinson	F. Seal	Lon.	26 Feb., 71
Terry	sch.	30	Va.	N. Nunne	J. Thompson	Wm.	31 May, 68
Watters	br.	170	Va.	T. Addison	R. Watters	N. Hav.	8 Apr., 67
William (a)	---	100	Va.	J. Roberts	W. Smith	Liv.	---
<u>1766</u>							
Begin	br.	65	Va.	T. Calvert	M. Calvert & Co.	Nevls	20 Aug., 72
Betsy	sl.	45	Nor.	I. Campbell	D. Hylton	Wm.	5 Nov., 67
Botetourt	sl.	30	Va.	T. Pollock	T. Pollock	Wm.	10 June, 69
Burrows (a)	---	70	Va.	R. Boston	W. Mason	Liv.	---
Crosbie (a)	---	200	Nor.	T. Wilson	J. Marsden	Liv.	---
Florida Pack	sl.	30	Va.	R. Elam	R. James	Wm.	22 Feb., 68
George	sch.	40	Va.	T. Dent	C. Hawkins	Md.	6 Apr., 67
Hannah (a)	---	200	Nor.	D. Wilcox	S. Shaw	Liv.	---

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Hannah (a)	—	60	Va.	J. Moore	R. Woodhouse	Jam.	—
Harry	sh.	180	Va.	D. Shannon	J. Gordon & Co.	Glas.	10 Feb., 68
Industry (a)	—	90	Nor.	J. Hurst	A. White	Liv.	—
Industry	sch.	35	Va.	W. Clabner	W. Acrill	Wm.	12 Feb., 67
John (a)	—	100	Va.	C. Ketcher	C. Wetherhead	Liv.	—
John & Willis	br.	60	Va.	S. Wilson	W. Wilson & Co.	Va.	8 Aug., 70
Joseph & Sarah	br.	50	Va.	P. Brown	J. Struth & Co.	Va.	28 Oct., 72
Katie	sh.	160	Va.	J. Clarke	J. Donald & Co.	Gr.	4 Feb., 68
Kitty (a)	—	70	Va.	Pollethwaite	Pollethwaite	Liv.	—
Leak	sch.	43	Va.	J. Watson	A. Upshur	Va.	17 Apr., 67
Mary Anne	sch.	18	Va.	T. Dixon	T. Dixon	Va.	2 Oct., 67
Molly	sch.	15	Va.	R. Stewart	J. Goodrich	Va.	13 June, 67
Myres (a)	—	165	Nor.	W. Dawson	J. Hedgason	Liv.	—
Pleasants	sn.	100	Va.	R. Crawford	R. Pleasants	Wm.	22 Aug., 67
Polly (a)	—	30	Glou.	J. Glover	W. Glover	Mont.	—
Prince George	sn.	70	Nor.	J. Tawn	C. Gregory	Wm.	8 Oct., 70

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Prince John	sn.	80	Va.	—	—	—	9 July, 72
Nancy	sl.	30	Va.	W. Poole	W. Poole & Co.	Va.	31 Oct., 72
Peggy	br.	50	Va.	J. Burrott	Burrott & Co.	Va.	24 Sept., 67
Peggy	br.	65	Nor.	S. Alderson	Chushan & Ronald	Va.	15 Dec., 67
Robin	sch.	43	Nor.	J. Watson	A. Upshur	Va.	7 Aug., 67
Success	sl.	50	Nor.	T. Fletcher	H. Fletcher	Va.	31 Oct., 67
Thomas	br.	145	Va.	G. Elen	G. Elen	Wm.	20 June, 67
Tom (a)	—	35	Va.	C. Fren	J. Tarlton	Liv.	—
William	br.	65	Va.	W. Chisholm	W. Carson	Wm.	8 July, 67
<u>1768</u>							
Abby	sch.	35	Va.	J. Herbert	J. Greenwood	Wm.	8 Aug., 69
America	br.	75	Nor.	W. Sahmer	W. Acrille	Wm.	31 Aug., 70
Betsy	sch.	15	Va.	J. Brown	W. Buchell & Co.	Va.	21 June, 73
Betsy	br.	100	Va.	S. Edey	J. Greenwood & Co.	Va.	20 Dec., 68
Charles (a)	—	90	Ch. C.	W. Cooke	C. Reiley	Liv.	—
Diana	sch.	35	Va.	R. Thomkins	R. Thomkins	Va.	—, 68
Dispatch	sch.	40	Va.	A. Bowls	A. Bowls & Co.	Va.	11 Dec., 72
Dolphin	sch.	12	Va.	H. Guy	T. Walls	Va.	1 Nov., 68

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Douglass	br.	40	Va.	F. Russele	J. Hamilton	Va.	1 Dec., 71
Farmer	sh.	240	Va.	H. Ester	W. Lewis	Va.	6 June, 68
Friendship	br.	70	Va.	C. Sweeney	W. Clairborne	Va.	28 June, 68
Gordon	sn.	100	Va.	J. Forsyth	J. Andrew & Co.	Va.	24 June, 68
Jeanie	sh.	170	Alex.	A. Omsy	A. Henderson & Co.	Glas.	4 Feb., 69
Lilly	br.	80	Va.	J. Mackie	A. Dunlop	Wm.	7 Feb., 68
Lucy	sch.	35	Va.	W. Casey	S. Owal	Wm.	18 Aug., 70
Lun & Loyd	sh.	200	Nor.	R. Necks	J. Balfour	Wm.	9 Sept., 68
Mason	sl.	60	Va.	H. Custace	H. Custace	Va.	13 Apr., 68
Milford	sl.	25	Va.	J. Read	W. Keeble	Va.	2 May, 68
Nancy (a)	---	90	Va.	R. Barham	T. Tabb	Va.	-----
Nancy	sl.	15	Va.	J. Southerland	Southerland	Va.	17 Nov., 68
Nelly Frigate	sh.	305	Va.	A. Greig	W. Molleson	Lon.	1 Dec., 70
Norbutne	br.	100	Nor.	I. Baker	T. Munford	Wm.	26 Jan., 71
Robert	sl.	28	Nor.	D. Slurgin	R. Colegurn	Va.	1 July, 68
Sally	sch.	25	Va.	S. Holt	J. Wilkins	Nevis	15 Aug., 71
Sally	sch.	25	Nor.	S. Holt	Wilkins & Hunt	Va.	12 Aug., 68

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Thomas	sh.	240	Va.	C. Hubbard	E. & T. Hunt	Lon.	14 Mar., 69
Wally	sch.	30	Va.	J. Prudden	A. Mackie & Co.	Va.	22 Aug., 69
<u>1769</u>							
Betsy	sl.	15	Nor.	W. Wainhower	Downing & Waddy	Va.	1 July, 69
Dispatch (a)	---	60	Nor.	J. Kendall	J. Hudson	Md.	-----
Ellatta	sl.	40	Va.	H. Tucker	Tucker & Co.	Va.	24 Dec., 72
Experiment	sh.	150	Va.	P. Vaillant	P. Vaillant	Lon.	14 Aug., 73
Fair Virginian	br.	175	Va.	W. Kerr	R. Kittrick	Va.	18 Apr., 69
Friends (a)	---	80	Nor.	E. Forbes	C. Bourne	Liv.	-----
Friendship	sch.	45	Va.	S. Davis	S. Davis & Co.	Va.	3 Apr., 69
George & Nancy	sch.	27	Nor.	C. Kellum	Kellum	Va.	27 Nov., 69
Hope	sl.	40	Va.	D. Campbell	D. Campbell	Tob.	19 May, 73
Innerway	br.	90	Nor.	W. Laughton	W. Laughton	Va.	28 Mar., 71
Jehn	br.	35	Va.	H. Kennedy	Kennedy & Co.	Va.	24 June, 74
Katey	sch.	40	Va.	J. Baden	Goodrich & Co.	Va.	2 Sept., 69
Little Ben	br.	50	Va.	C. Conner	B. Harrison	Va.	18 Mar., 69

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Little Peggy	sch.	30	Nor.	W. Bunting	Parker & Taylor	Va.	5 Apr., 69
Lively	sl.	20	Va.	J. Avery	R. Stewart & Co.	Va.	26 June, 72
Mary	sch.	30	Va.	G. Doherty	G. Doherty	Va.	19 Nov., 72
Mississippi Pack	sl.	20	Nor.	S. Armstead	W. Holt	Va.	18 Sept., 71
Molly & Betsey	br.	70	Va.	W. Mountjoy	Mountjoy	Rap.	13 June, 69
Molly & Betty	br.	76	Va.	—————	—————	—————	13 Sept., 70
Nancy	br.	50	Va.	S. Wise	S. Kerr	Va.	3 Dec., 70
Peggy	br.	50	Va.	W. Lewis	P. Bowdoin	Va.	8 May, 71
Polly	sl.	40	Va.	R. Pomeroy	T. Tilledge	Va.	26 Sept., 71
Shirley	sch.	95	Va.	H. Minson	D. Hylton	Va.	6 May, 69
Smithfield	sch.	18	Va.	A. Cochane	G. Blair & Co.	Va.	2 Feb., 71
Tibbie	sn.	100	Nor.	J. Moodie	R. Boyd	Gr.	30 Aug., 70
Two Sisters	sh.	150	Nor.	G. Taylor	T. Field	Va.	13 Mar., 64
<u>1770</u>							
Ann & Elizabeth	br.	50	Va.	T. Pollock	D. Adams	Jam.	30 Oct., 72

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Betsy	br.	25	Va.	J. Conyears	J. Cox & Co.	Va.	31 Mar., 72
Betsy	sl.	40	Nor.	S. Sampson	Bowling & Smith	Va.	8 Aug., 70
Betsy	sl.	40	Va.	J. Johnson	W. Corbitt & Co.	Va.	17 Aug., 70
Bumper	sch.	30	Va.	E. Becker	Goodrich & Co.	Va.	30 Jan., 73
Cicely (a)	—	120	Glou.	W. George	T. Place	Md.	—
Commerce	sch.	50	Va.	J. Coupen	J. Scott & Co.	Va.	2 Feb., 70
Francis	sch.	60	Nor.	E. Cooke	W. Stevenson	Va.	10 Apr., 71
Fairfax	br.	50	Alex.	S. Brodie	Carlyle & Co.	Va.	22 Dec., 70
Lord Botetourt	sch.	70	Va.	J. Bigges	J. Heath & Co.	Ham.	30 Apr., 70
May	br.	25	Va.	J. Conyears	G. Kerr & Co.	Va.	2 Aug., 73
Mayflower	sl.	30	Va.	C. Pasteur	E. Travis	Mn.	31 Oct., 70
Nelly	br.	120	Va.	J. Hudson	H. Ellbeck	Va.	14 Aug., 71
Pamorce	sch.	70	Va.	J. Pasteur	G. Blair & Co.	Va.	6 Apr., 73
Sally	sch.	40	Va.	T. Mellitt	H. Roberts	Va.	21 June, 70
Speedwell	sl.	45	Va.	J. Ardis	J. Lee	Va.	2 Apr., 70
Squirrel	sl.	30	Nor.	C. Metcalf	W. Riley	Va.	5 Oct., 70

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Rainbow	sl.	32	Va.	C. Jayne	J. Colony	Va.	8 Aug., 72
Wears Galley	sch.	75	Va.	T. Pollock	G. Weavers	Va.	20 Dec., 70
Winsor (b)	sch.	68	Suf.	—	—	—	31 Jan., 71
<u>1771</u>							
Abby (a)	—	120.	Nor.	J. Herbert	J. Greenwood	Nor.	—
Anne (b)	sh.	130	Nor.	—	—	—	9 May, 71
Badger (a)	—	120	Nor.	A. Wilson	E. Fletcher	Whth.	—
Brothers (a)	—	115	Nthl.	R. Douglas	Poitletthwaite	Liv.	—
Bumper	sch.	30	Va.	R. Keetle	J. Goodrich & Co.	Va.	13 Jan., 73
Charlotte	br.	45	Va.	W. Bagley	A. Warwick & Co.	Va.	14 Aug., 71
Countess of Dunmore	sch.	50	Va.	J. Arnistead	J. Balfour & Co.	Va.	29 Oct., 71
Dunmore	br.	60	Va.	J. McKunnett	A. Sprowl	Va.	5 Oct., 71
Friendship	br.	90	Va.	J. Sinclair	F. Lewis	Va.	6 Nov., 71
J. Andrew	sch.	30	Va.	T. Williamson	W. Calderhead & Co.	Va.	16 Mar., 73
Jenny	sl.	25	Va.	D. Chambers	D. Chambers	Va.	24 Aug., 71
Judith & Nancy	sl.	35	Va.	M. Baker	F. Gardiner	Va.	12 Apr., 71

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Liberty	sl.	25	Nor.	W. Buckner	W. Buckner	Va.	23 Jan., 71
Liberty	br.	90	Va.	R. Cooke	J. Wilkins	Va.	4 Nov., 71
Liberty	br.	115	Va.	W. Blackwell	I. Taylor	Va.	29 Jan., 71
Martha	sh.	130	Va.	T. Boucher	R. Adams	Va.	7 Sept., 71
Marygold	sch.	20	Nor.	A. Hunt	Wilkinson & Smith	Va.	12 June, 71
Mayflower	sch.	20	Va.	J. Banet	T. Newton	Va.	13 Nov., 72
Molly	br.	85	Va.	F. Brighte	Wickham & Co.	Barb.	22 Aug., 71
Molly	br.	100	Va.	J. Collins	J. Greenwood	Va.	14 Oct., 72
Morant Bay	sh.	100	Va.	W. Craig	A. Morrison	Va.	15 Mar., 71
Nancy	br.	50	Va.	J. Kelso	A. Martin & Co.	Va.	12 Sept., 71
Nancy	sch.	35	Va.	B. Howe	J. Buckley	Va.	13 Sept., 71
Nelly	sl.	45	Va.	G. Will	J. Goughley	Va.	16 Feb., 73
Norfolkcrackst	sl.	15	Va.	F. Gilbert	H. Dougherty	Phil.	11 June, 73
Peggy	sch.	15	Va.	J. Stevens	Stevens & Co.	Va.	10 Apr., 71
Peggy	sh.	170	Va.	R. Crawford	J. Hamilton	Va.	31 Oct., 71
Phoenix	sl.	45	Va.	W. Westcotte	W. Westcotte & Co.	Va.	3 Apr., 69
Porter	br.	35	Va.	L. Grass	J. Baker & Co.	Va.	28 Sept., 71

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Robert	sch.	30	Va.	H. Kelle	H. Kelle	Va.	22 Oct., 73
Ryegold	sch.	20	Va.	A. Hunt	Smith & Wilkinson	Va.	6 May, 71
Rolly (a)	—	100	Nor.	J. Greenwood	M. Reid	Nor.	—
Sparling (a)	—	160	Nor.	W. Bolden	W. Priestman	Liv.	—
St. Andrew	sch.	30	Va.	W. Buchell	W. Calderhead & Co.	Va.	16 Mar., 73
Tiberly	br.	90	Va.	W. Johnson	J. Wilkins & Co.	Va.	4 Nov., 71
Two Brothers (a)	—	71	Va.	R. Douglas	J. Kewley	Gren.	—
<u>1772</u>							
Abby	br.	120	Va.	J. Herbert	J. Greenwood	Va.	5 Nov., 72
Agatha	sl.	25	Va.	T. Edgar	J. Sheddan & Co.	Va.	23 Nov., 72
Betsy (b)	br.	120	Alex.	—	—	—	23 Apr., 72
Betty (b)	br.	120	Alex.	—	—	—	7 May, 72
Christian	sl.	35	Va.	G. Dames	G. Dames & Co.	Va.	9 June, 72
Dunmore	br.	880	Va.	J. Marnox	R. Gilmour	Va.	12 May, 72
Fanny	sl.	40	Va.	D. Campbell	A. Campbell & Co.	Va.	13 Sept., 72
Friendship	sl.	20	Va.	M. Campbell	Stratton & Ronald	Va.	25 June, 73

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Friendship	sl.	30	Va.	D. Kilgore	G. Wray & Co.	Va.	4 Nov., 73
Hero	br.	70	Va.	J. Maxwell	Maxwell & Co	Va.	23 July, 72
Little Archey	sch.	70	Va.	W. Barney	W. Barney & Co.	Va.	1 Sept., 72
Lukey & Sally	sl.	25	Va.	E. Jayne	Moore, Guy & Warren	Va.	3 May, 73
Mara	sh.	160	Nor.	I. Mitchison	D. Ross	Wm.	1 Aug., 72
Molly	sl.	25	Va.	T. Williamson	W. Goodrich & Co.	Va.	6 Oct., 72
Norfolk	br.	60	Va.	R. Steed	R. Steed	Va.	9 Dec., 72
Peggy	sch.	30	Va.	G. Crombie	T. Pleasants	Va.	25 July, 72
Peggy	sch.	40	Va.	G. Saythe	T. Pleasants	Wm.	5 Apr., 72
Polly	sl.	40	Va.	H. Moseley	E. Archer & Co.	Va.	7 Aug., 73
Sally	sch.	25	Va.	I. Kent	B. Harrison	Gr.	19 Feb., 72
Samuel	sl.	15	Va.	J. Owens	J. Brown & Co.	Va.	26 June, 72
Sparling (b)	sh.	120	Nor.	-----	-----	-----	-----
Susanna	sl.	30	Va.	R. Blans	J. Goodrich & Co.	Va.	9 May, 72
Thomas	sch.	48	Va.	A. Cowper	J. Scott	Va.	26 Jan., 73
Thomas	sl.	20	Va.	W. Worth	T. Roberts	Va.	4 Feb., 72
Venus	br.	100	Va.	J. Oliffe	D. Ross & Co.	Va.	1 Aug., 72

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
York	sh.	150	Va.	T. Fell	J. Ware & Co.	Va.	19 Nov., 72
<u>1773</u>							
Benjamin	sch.	40	Va.	M. Campbell	P. Coche & Co.	Wm.	28 Feb., 74
Betsy	sl.	40	Va.	C. Kellum	C. Teackle	Va.	4 Jan., 74
Betsy	—	25	Va.	D. Shugis	Addison & Savage	Va.	3 Mar., 73
Betsy	sl.	35	Va.	R. Stewart	R. Stewart & Co.	Va.	16 Mar., 73
Blath	sl.	20	Va.	J. Morris	J. Morris	Va.	27 Feb., 73
Buth	br.	50	Va.	J. Morris	J. Goodrich & Co.	Va.	26 Oct., 73
Carthey	br.	130	Va.	E. Josler	W. Gletcher & Co.	W. Hav.	27 Sept., 73
Edward	sl.	30	Va.	A. Sinclair	J. Goodrich & Co.	Va.	27 Feb., 73
Eliza	sh.	210	Va.	J. Hule	A. Henderson & Co.	Glas.	4 Oct., 73
Fanny	br.	65	Va.	H. Moseley	M. Phipp	Va.	4 May, 73
George	br.	80	Va.	W. Grymes	W. Grymes & Co.	Va.	6 Sept., 73
Globe	sl.	20	Va.	S. Millner	J. Scott & Co.	Va.	29 Apr., 73
Hartly	sn.	130	Va.	E. Foster	Ketcher & Co.	Whth.	27 Sept., 73
James	sch.	40	Va.	A. Sinclair	A. Sinclair	Nevis	14 Dec., 73

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
Jenny	sl.	25	Va.	J. Hughes	T. Hepburn	Va.	10 Aug., 73
Little Robin	sl.	20	Va.	J. Cox	Shedden & Co.	Va.	1 Dec., 73
Live Oak	sl.	24	Va.	J. Eve	Gwyn & Co.	Va.	6 Aug., 73
Lucretia	sch.	15	Va.	A. Jayne	Moore & Guy	Va.	3 May, 73
Lydia	sl.	13	Va.	R. Sinnotte	S. Cawley & Co.	Phil.	17 Sept., 73
Molly	sl.	40	Nor.	T. Conway	R. Conway	Sp.	14 June, 73
Molly	sch.	20	Va.	J. Bohanan	Goffigan & Co.	Va.	11 Oct., 73
Mulberry	sl.	12	Va.	I. Blake	I. Blake	Va.	27 Aug., 73
Nancy	br.	75	Va.	B. Brown	Brown & Co	Va.	2 Feb., 73
Norfolk	br.	110	Va.	M. Grant	M. Grant & Co.	Va.	27 Nov., 73
Peggy & Bell	sl.	23	Va.	R. Wylie	R. Wylie	Va.	8 Nov., 73
Planter	sh.	290	Va.	T. Lilly	T. Lilly	Va.	26 Nov., 73
Providence	sl.	30	Va.	R. Barron	B. Harrison	Mn.	24 Nov., 73
Samuel	sch.	45	Va.	J. Shephard	Brown & Co.	Va.	3 Jan., 73
Savage	sl.	30	Va. P.	F. Hayne	M. Calvert	Mn.	10 Aug., 73
Venus (a)	---	110	Nor.	J. Pearl	J. Laurence	Liv.	-----

NAME	TYPE	TONS	WHERE BUILT	MASTER	OWNER	WHERE REGISTERED	WHEN REGISTERED
				<u>1774</u>			
Anna	sh.	160	Va.	T. Wilson	Walker & Co.	Va.	4 Mar., 74
Betsy	sl.	20	Va.	J. Avery	Shedden & Co.	Va.	27 Feb., 74
Betsy	sl.	20	Va.	L. Hatton	L. Hatton	Va.	20 Jan., 74
Fanny	br.	70	Va.	J. McKerral	J. McKerral	Va.	10 Jan., 74
Hamilton (b)	br.	110	Va.	-----	-----	-----	-----
Katey	br.	70	Va.	P. Owens	P. Owens & Co.	Va.	23 Feb., 74
Thomas	sch.	25	Va.	J. Gibson	R. Keele & Co.	Va.	11 Feb., 74

C. TABLES AND CHARTS

TABLE #1

		YEAR												TOTAL	
1763	1764	1765	1766	1767	1768	1769	1770	1771	1772	1773	1774				
No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons	No Tons
31 2785	39 2852	47 3880	37 3515	33 2474	27 2280	26 1480	20 1050	37 2454	26 1419	30 1797	7 475	36023	627		

A table showing the total number of vessels and the total tonnage of Virginia-built ships constructed in each of the twelve years in the period 1763-1774, compiled from the Virginia Naval Office lists (1763-1774), the Liverpool Registers (1763-1773), and the Virginia Gazette (1766-1774).

TABLE #2

My Figures	YEAR									
	1769			1770			1771			TOTALS
	NO.	TONS	AVER.	NO.	TONS	AVER.	NO.	TONS	AVER.	
	26	1485	57	20	1050	52	37	2454	66	4989
Lord Sheffield	27	1269	47	21	1105	53	19	1678	88	4052
										60
										60

A table showing a comparison of the number and tonnage of Virginia-built vessels constructed in the years 1769, 1770, and 1771, as quoted by John Lord Sheffield with the number and tonnage of Virginia-built vessels constructed in the same three years compiled from the Virginia Naval Office lists (1763-1774), the Liverpool Registers (1763-1773), and the Virginia Gazette (1766-1774).

TABLE #3

SHIP TYPES

YEAR	SNOW			SCHOONER			SLOOP			BRIG			SHIP		
	No.	Tons	Aver.	No.	Tons	Aver.	No.	Tons	Aver.	No.	Tons	Aver.	No.	Tons	Aver.
1763	1	120	120	6	233	39	9	306	34	2	200	50	10	1590	159
1764	6	650	180	6	177	29	14	471	59	1	60	60	5	684	137
1765	3	310	103	8	263	33	6	220	36	12	850	70	9	1230	137
1766	1	100	100	7	266	38	2	100	50	10	880	88	6	1139	190
1767	2	170	85	6	194	32	5	185	37	7	530	76	2	340	113
1768	1	100	100	9	252	28	4	128	32	6	465	77	5	1155	231
1769	1	100	100	7	285	31	6	175	29	8	485	61	2	300	150
1770	-	---	---	8	443	55	6	217	36	5	270	54	-	---	---
1771	-	---	---	10	208	21	7	228	32	10	760	76	4	530	132
1772	-	---	---	6	229	38	12	330	29	6	550	92	2	310	155
1773	1	130	130	6	185	30	15	362	24	6	510	85	2	500	250
1774	-	---	---	1	25	25	2	40	40	3	244	81	1	160	160
TOTAL	16	1680	105	80	2760	34	88	2762	31	76	5804	76	48	7928	165

A table showing the total number, total tonnage, and average tonnage of each type of Virginia-built vessel constructed in each of twelve years in the period 1763-1774 compiled from the Virginia Naval Office lists (1763-1774) and the Virginia Gazette (1766-1774).

TABLE #4

RANGE IN TONS	10-50	50-100	100-200	200 -	LIGHTEST	HEAVIEST
SNOW	—	3	12	—	70	130
SCHOONER	68	15	—	—	12	95
SLOOP	80	7	—	—	12	66
BRIG	6	52	17	—	25	170
SHIP	—	1	36	11	80	305

A table showing the range in tons and the lightest and heaviest of the five types of Virginia-built vessels listed in the Virginia Naval Office lists (1763-1774) and the Virginia Gazette (1766-1774).

TABLE #5

Location of Shipyard	1763-1774												Total
	63	64	65	66	67	68	69	70	71	72	73	74	
Norfolk	6	3	13	17	10	9	9	3	9	2	3	1	83
Alexandria		3	3	1		1		1		2			11
Gloucester County	2			1	1	2		1					7
Elizabeth River			3										3
Suffolk					2				1				3
Northumberland Co.			1						1				2
Princess Anne Co.		1					1						2
Rappahannock River	2												2
Charles City Co.						1							1
Hampton								1					1
Warrenton Co.			1										1
New Kent Co.					1								1
Northampton Co.		1											1
Smithfield									1				1
Tanners Creek		1											1
York River										1			1
Yorktown					1								1
TOTAL	10	9	21	19	15	13	10	6	12	5	3	1	122

A table showing the total number of ships built in every Virginia shipyard in each year of the period 1763-1774 compiled from the Virginia Naval Office lists (1763-1774), the Liverpool Register (1763-1773), and the Virginia Gazette (1766-1774).

TABLE #6

COMPARISON OF NORFOLK PRODUCTION WITH ALL OTHER VIRGINIA YARDS						PERCENTAGE: NORFOLK AND ALL OTHERS	
NORFOLK			ALL OTHERS			% No.	% Tons
No.	Tons	Aver.	No.	Tons	Aver.		
83	7370	89	277	18,257	66	23%	29%

A table showing a comparison of the total number of vessels, the total tonnage, and the average tonnage of Norfolk-built ships with the total number of vessels, the total tonnage, and the average tonnage of ships built elsewhere in Virginia, 1763-1774, compiled from the Virginia Naval Office lists (1763-1774), the Liverpool Register (1763-1773), and the Virginia Gazette (1766-1774).

TABLE #7

YARD and % BUILT AT NORFOLK	TYPE									
	SNOW		SCHOONER		SLOOP		BRIG		SHIP	
	No.	Tons	No.	Tons	No.	Tons	No.	Tons	No.	Tons
Norfolk	4	350	11	339	9	293	9	670	9	1556
All Others	12	1330	69	2421	79	2469	67	5134	37	6372
% Norfolk of All Others	25%	21%	14%	12%	10%	11%	12%	12%	17%	19%

A table showing a comparison of the total number of vessels and the total tonnage by vessel types of vessels built at Norfolk, 1763-1774 with the total number of vessels and the total tonnage by vessel type of vessels built elsewhere in Virginia Naval Office lists, 1763-1774, and the Virginia Gazette, 1766-1774.

TABLE #8

TYPE	KEEL	BEAM	HOLD CLEARANCE	DECK CLEARANCE
Snow A	51'	21'	9'	3' 1/2"
Snow B	52'	21'	10'	—
Schooner C	36'	15'	8'	—

A. Virginia Gazette (Hind), March 24, 1768

B. Virginia Gazette (Purdie & Dixon), September 3, 1770

C. Virginia Gazette (Purdie & Dixon), December 3, 1772

A table showing the dimensions of two Virginia-built snows and one Virginia-built schooner found in the Virginia Gazette ship for sale advertisements.

TABLE #9

CREW	TYPE			
	SMON	SCHOONER	SLOOP	BRIG SHIP
Men	161	322	384	524 606
Average Crew	11	5	4	7 13

A table showing the total number of men and the average size crew for each type of Virginia-built vessel which sailed in the period 1763-1774, compiled from the Virginia Naval Office lists (1763-1774).

TABLE #10

YEAR	VIRGINIA-REGISTERED SHIPS			NON-VIRGINIA-REGISTERED SHIPS		
	No.	Tons	Aver.	No.	Tons	Aver.
1763	21	1539	73	11	1415	129
1764	28	1598	57	10	1140	114
1765	31	2030	65	14	1605	115
1766	18	1161	64	18	2230	124
1767	17	879	52	15	1495	100
1768	21	1360	65	6	920	115
1769	21	1055	50	5	430	86
1770	17	812	48	2	170	85
1771	28	1568	56	8	756	94
1772	23	1114	49	2	185	92
1773	22	1094	50	8	703	88
1774	6	365	61	-	-	-
TOTAL	253	14,835	55	99	11,049	112

A table showing a comparison of the total number of vessels, the total tonnage, and the average tonnage of Virginia-built vessels registered in Virginia constructed each year of the period 1763-1774 with the total number of vessels, the total tonnage, and the average tonnage of Virginia-built vessels registered in foreign ports compiled from the Virginia Naval Office lists (1763-1774) and the Liverpool Registers (1763-1773).

TABLE #11

REGISTRATION	TYPE			
	Snow	Schooner	Sloop	Brig Ship
Virginia	10	72	83	68 23
Non-Virginia	5	4	3	6 25

A table showing a comparison of the total number of vessels by vessel type of Virginia-built vessels registered in Virginia with the total number of vessels by vessel type of Virginia-built vessels registered in foreign ports all constructed during the period 1763-1774, compiled from the Virginia Naval Office lists, 1763-1774.

TABLE #12

Possible Dates of Submission	DISTRICTS & LISTS SPECIFYING COLONY											
	James		York		S. Potomac		Hampton		Accomac		Rap.	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Jan. 5 - Apr. 5, 1763	x	x	-	-	x	x						
Apr. 5 - July 5, 1763	x	x			x	x						
July 5 - Oct. 10, 1763	x	x	x	x	x	x						
Oct. 10 - Jan. 5, 1764	x	x	x	x	x	x						
Jan. 5 - Apr. 5, 1764	x	x	x	x	x	x						
Apr. 5 - July 5, 1764	x	x	x	x	x	x						
July 5 - Oct. 10, 1764	x	x	x	x	x	x						
Oct. 10 - Jan. 5, 1765	x	x	x	x	x	x						
Jan. 5 - Apr. 5, 1765	x	x	x	x	x	x						
Apr. 5 - July 5, 1765	x	x	x	x	x	x						
July 5 - Oct. 10, 1765	x	x			x	x						
Oct. 10 - Jan. 5, 1766	x	x			x	x						
Jan. 5 - Apr. 5, 1766	x	x			x	x						
Apr. 5 - July 5, 1766	x	x			x	x						
July 5 - Oct. 10, 1766			x	x	x	x						
Oct. 10 - Jan. 5, 1767			x	x	x	x						
Jan. 5 - Apr. 5, 1767					x	x						
Apr. 5 - July 5, 1767												
July 5 - Oct. 10, 1767			x	x								
Oct. 10 - Jan. 5, 1768			x	x								
Jan. 5 - Apr. 5, 1768	x	x	x	x	x	x						
Apr. 5 - July 5, 1768	x	x	x	x	x	x						
July 5 - Oct. 10, 1768	x	x	x	x	x	x						

A table showing the dates of the Naval Office lists from the six Virginia Naval Office Districts which designated the colony of origin of each listed ship compiled from the Virginia Naval Office lists (1763-1774).

DISTRICTS & LISTS SPECIFYING COLONY

[illegible]

CHART #1

A graph showing the total number of vessels and the total tonnage of Virginia-built ships constructed in each of the twelve years in the period 1763-1774 compiled from the Virginia Naval Office lists (1763-1774), the Liverpool Registers (1763-1774), and the Virginia Gazette (1766-1774).

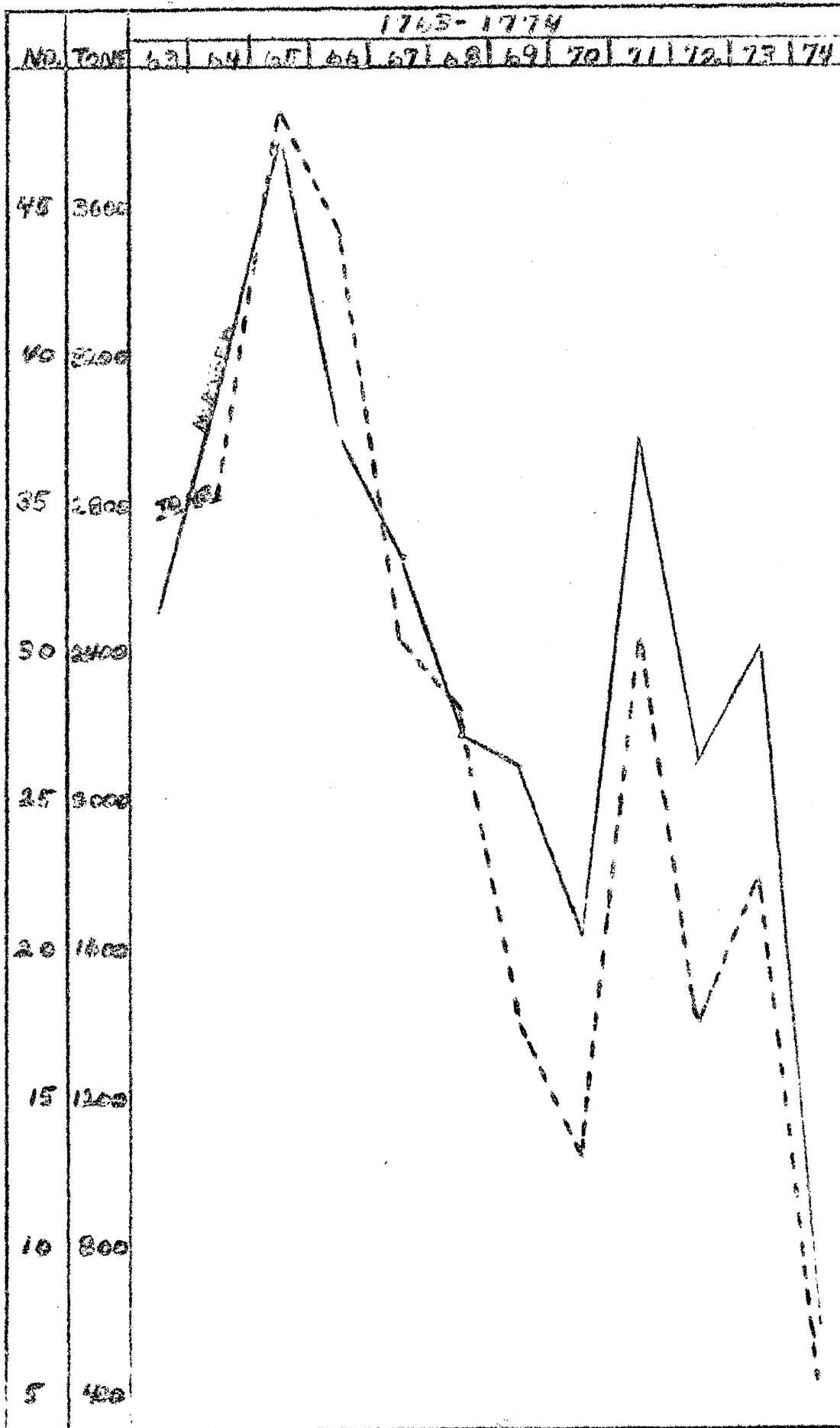


CHART #1

CHART #2

A graph showing the total number of each type of Virginia-built vessel constructed in each of the twelve years in the period 1763-1774 compiled from the Virginia Naval Office lists (1763-1774) and the Virginia Gazette (1766-1774).

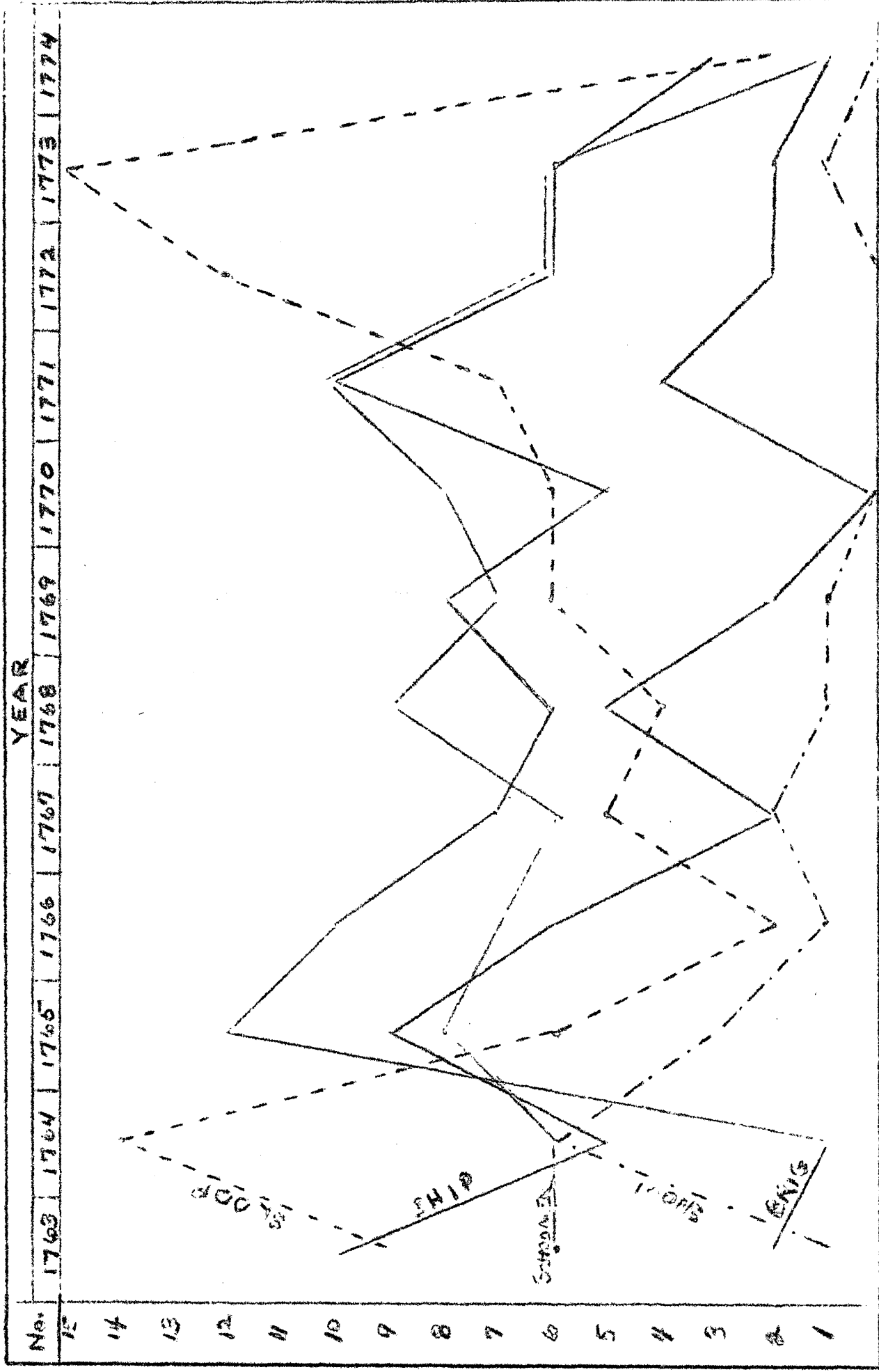


CHART #2

CHART #3

A graph showing a comparison of the total tonnage of Virginia-built vessels registered in Virginia constructed each year in the period 1763-1774 with the total tonnage of Virginia-built vessels registered in foreign ports constructed each year in the period 1763-1774 compiled from the Virginia Naval Office lists (1763-1774) and the Virginia Gazette (1766-1773).

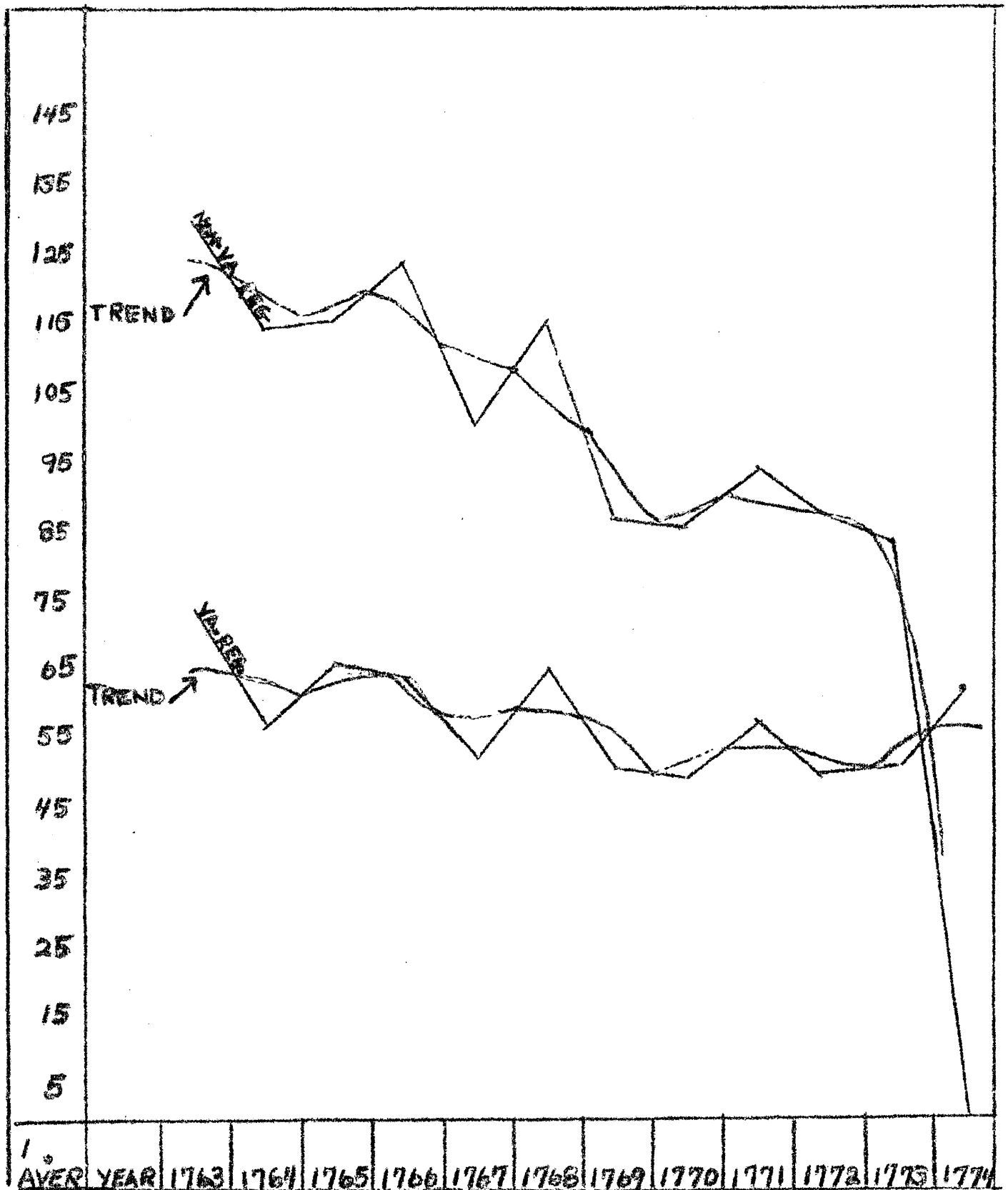


CHART #3

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MANUSCRIPT SOURCES:

See introductory note, Appendix A.

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